

PEACE TALK IS REVIVED BY PRESIDENT'S SPEECH

Editorial Comment in English Papers on Wilson's Recent Address in Washington.

SOME OF HIS POINTS ELUSIVE

"Hard to Believe That Cause for Which We Stand Is Not of Some Concern to Great Republic of West," Says Liverpool Post.

LONDON, May 29.—"Irresponsible peace talk received its quietus from Sir Edward Grey last week, but no doubt President Wilson's speech before the League to Enforce Peace will revive the discussion in certain quarters," says the Liverpool Post. "It is definitely in certain particulars is interesting, but perhaps to many of his own countrymen the air of definiteness which the President gives to some of his phrases may seem elusive. 'One can imagine many being specially disappointed when he says that with the causes and objects of the war the United States has no concern. To us, who believe we are opposing an attempt at world domination, it is hard to believe that the cause for which we stand is not of some concern to the great republic of the west.' The Post argues that the entente allies are fighting for virtually the same object for which President Wilson proposes a league of nations. The Manchester Guardian says this plan of the President is almost as old as the first formulation of the ideal of organized peace, but that it never before in any part of the world has commanded the support accorded it in America to-day. This newspaper says further: 'The President inevitably has confined himself to cautious and general terms, but it is impossible to miss the significance of his declaration that the United States should be ready to become a party to any feasible league of nations. Twenty-one months of war have done much to undermine even the rooted American aversion from alliances and leagues.'

MUST BE CONSIDERED FROM TWO POINTS OF VIEW
The Westminster Gazette says that if one is to understand what President Wilson is driving at, his speech must be considered from two points of view—the immediate point of view of the war, and the more remote one of the reconstruction after the war. It continues: "This proviso is necessary for the President's neutrality in mind and thought is an ice-cold abstraction for a belligerent who believes he is fighting in the sacred cause of law and right. We do not understand how a neutral can expect to influence these events if he begins by declaring himself not to be concerned with their causes and objects. We do not see how he is to control this 'stupendous flood,' if he is not interested to search for its explosion, its obscure fountains from which they burst forth."

Presenting the argument that the entente allies cannot be expected to welcome the implied judgment that they really are responsible with their enemies for starting the war, the Gazette continues:

"We must regard ourselves in advance against being thought unreasonable or aggressive if we are unable to accept peace overtures based on the assumption of equal guilt. That being said about the immediate prospect, we should be extremely foolish to write as of unimportant and unpracticable what the President says about the reconstruction after the war." The Gazette considers President Wilson's declaration that the United States is willing to become a partner in any feasible association of nations as a momentous one, and asserts that Great Britain's record for a century is an endorsement of his suggestion for establishing the highways of the seas. It adds that if the President means sea power in war is to be reduced or limited in such a way as to "deprive us of our principal weapon and means of defense, we should naturally have a good deal to say on that subject." But the association of nations to prevent war has the hearty assent of this influential newspaper, which says that if the President's speech can be taken as a declaration of the adherence of the United States to this idea, it has high significance: "For it brings the United States definitely into world politics, and makes her henceforth one of the nations that must be reckoned with in any scheme of international politics, balance of power, association of nations or whatever it may be."

Pointing out that an association of nations would be compelled to use force to prevent any nation from committing an act of aggression, the Gazette says that if the United States joined with European peace-makers, economic weapons would come into play. The Pall Mall Gazette says: "Enforcement of peace is precisely what we ourselves are pursuing in what we believe to be the most effective, indeed, the only way. But it is worth while noting that if the President is not a partner to that undertaking, and is obliged to limit his interest in the subject to an academic sphere, his aspirations seem to coincide closely enough with those objects for which the allies are making their heroic sacrifices."

The allies are fighting, the newspaper says, for precisely President

To-Day and To-Night in Richmond

Memorial Day exercises in Hollywood and National Cemetery. Art Club of Richmond, lecture on folklore, 4:30 o'clock. Cowardin Avenue Christian Church, sacred cantata, 8 o'clock. People's Democratic Club, Jefferson Ward, address by Captain James T. Bailey, candidate for Common Council, Springfield Public School, 8 o'clock. Academy—Price Players, in "The Country Boy," 8:30. Lyric—Popular vaudeville; matinee, 3:15; 7:30 and 9.

The Weather

(Furnished by U. S. Weather Bureau.)

RAIN Forecast: Virginia—Thundershowers on Tuesday; Wednesday partly cloudy. North Carolina—Thundershowers on Tuesday; Wednesday partly cloudy.

Local Temperature.
12 noon temperature..... 53
3 P. M. temperature to 5 P. M..... 58
Maximum temperature to 5 P. M..... 65
Minimum temperature to 8 P. M..... 55
Sea temperature..... 76
Normal temperature..... 76
Excess in temperature..... 5
Deficiency in temperature..... 0
March 1..... 73
Accumulated excess since January 1..... 64

Local Rainfall.
Rainfall for 24 hours..... 0.02
Deficiency in rainfall since March 1..... 4.32
Excess in rainfall since March 1..... 0.00

Local Barometer Readings.
8 A. M..... 29.87
8 P. M..... 29.83

Local Observation at 8 P. M. Yesterday.
Temperature, 55; humidity, 85; wind, direction, east; wind velocity, 2 miles; weather, cloudy.

General Weather Conditions.
[Special to The Times-Dispatch.]

WASHINGTON, May 29.—There will be a change in the weather in the Lower Lake region, the Upper Ohio Valley and the Atlantic States, from New England to North Carolina, followed by generally fair weather on Wednesday.

CONDITIONS IN IMPORTANT CITIES.
Place..... 8 P. M. High Low Weather.
Asheville..... 63 54 Cloudy
Atlanta..... 82 58 63 Clear
Baltimore..... 64 54 Cloudy
Boston..... 70 52 56 Cloudy
Buffalo..... 75 52 56 Cloudy
Calgary..... 44 46 34 Rain
Charlotte..... 74 56 44 Clear
Chicago..... 74 52 46 Clear
Cincinnati..... 74 52 46 Clear
Denver..... 74 52 46 Clear
Detroit..... 74 52 46 Clear
Hartford..... 74 52 46 Clear
Havana..... 74 52 46 Clear
Kansas City..... 74 52 46 Clear
Louisville..... 74 52 46 Clear
New Orleans..... 74 52 46 Clear
New York..... 74 52 46 Clear
Philadelphia..... 74 52 46 Clear
Pittsburgh..... 74 52 46 Clear
Portland..... 74 52 46 Clear
St. Louis..... 74 52 46 Clear
St. Paul..... 74 52 46 Clear
Savannah..... 74 52 46 Clear
Spartanburg..... 74 52 46 Clear
Washington..... 74 52 46 Clear
Winnipeg..... 74 52 46 Clear
Wynnewood..... 74 52 46 Clear

MINIATURE ALMANAC.
Sun rises..... 4:55
Sun sets..... 7:22
Morning..... 3:24
Evening..... 3:24

Wilson's doctrine of the autonomy of individual nations.

ELOQUENT MANIFESTATION

ROME, May 29.—The Corriere d'Italia, the semi-official organ of the Vatican, gives high praise to the speech of President Wilson before the League to Enforce Peace. The paper says: "This speech is the most eloquent manifestation of President Wilson's work for peace and of his desire to be a mediator. He was most tactful in alluding to the rights of small states, which include the questions of the future of Belgium, Serbia, Poland and Armenia. From across the ocean, President Wilson answers the Pope, who was the first to raise a voice of defending principles which the war may have obscured momentarily, but which remain immortal. 'The President and the Pope invoked a return to justice and fraternity among the peoples. Their union is a consoling spectacle among the painful sights of this period of blood and hatred. Even if President Wilson's initiative fails, the world must rejoice at his intention.' The Tribune likens President Wilson's suggestions to advice to 'put salt on a bird's tail,' since his suggestions, while ideally appropriate, are useless."

SUBMITS SPECIFICATIONS

President Wheelwright Says Power Company Can Furnish Cheaper Current Than City.

Chairman John Hirschberg, of the Administrative Board, yesterday received from President Thomas S. Wheelwright, of the Virginia Railway and Power Company, his specifications to supply to the city electric power at a cheaper rate than the city itself can manufacture it. Superintendent E. W. Trafford recently asked the board for funds with which to install additional machinery, and the Virginia Railway and Power Company, learning of the request, informed the board that it could furnish electric power more cheaply than could the city, and that if its offer were accepted a large sum would be saved to the city. The company was then asked to submit a definite proposal. The proposal may come up for consideration and action at the meeting of the board this morning.

ANXIOUS FOR LIBRARY

The Richmond Council of Social Workers, at a meeting held yesterday afternoon in the Young Men's Christian Association building, recorded its desire, by resolution, to have a public library in Richmond, and empowered the president to appoint a committee of five to map out a scheme by which to arouse public sentiment for such an institution. Rev. W. Russell Bowie, D. D., rector of St. Paul's Episcopal Church, is president of the council.

Dr. J. C. Metcalf, professor of English literature at Richmond College, addressed the council, telling of what had been done in Richmond along this line and what a public library would mean to the city.

Sent to Reform School. William Simpson, sixteen years old, was sentenced to the Laurel Reform School for Boys yesterday by Magistrate H. S. Sunday, of Henrico County.

METHODIST CONFERENCE ENDS 27TH SESSION

Practically All of Business Transacted at Final Meeting Is of Routine Nature.

APPOINTMENT OF COMMITTEES

Adjournment Is Not Final, Delegates Leaving to Meet at Call of Bishops to Consider Plans for Unification With Southern Branch.

SARATOGA SPRINGS, N. Y., May 29.—The sessions of the 27th Annual General Conference of the Methodist Episcopal Church, held here during the last four weeks, were concluded to-day with a meeting at which practically all of the business transacted was of a routine nature.

The final roll call, which every delegate was required to answer, consumed nearly two hours. A large number of committees previously authorized to administer plans for various activities adopted by the conference were appointed. For the first time in the history of the conference, adjournment to-day was not final. The delegates adjourned to meet at the call of the board of bishops at a time and place to be fixed by them. This action will permit, if it is deemed advisable, of a session in 1918, to consider the plans for the unification of Methodists, which will be presented to the Southern Methodist Church at that time.

The conference designated the following representatives to appear for the Methodist Episcopal Church in the deliberations of the church union conference conducted by the Southern and other Methodist branches during the next two years:

Bishops—Earl Cranston, John W. Hamilton, William F. McDowell, Frederick D. Leete, R. J. Cooke.

Ministers—Edgar Blake, Chicago; James R. Day, Syracuse, N. Y.; David G. Downer, New York; J. F. Goucher, Baltimore; J. H. Jones, New Orleans; A. J. Nast, Cincinnati; Frank Neff, Tulsa, Okla.; E. M. Randall, Seattle, Wash.; Claudius B. Spencer, Kansas City, Mo.; Joseph W. Van Cleave, Decatur, Ill.

Laymen—George Warren Brown, St. Louis; Charles Warren Fairbanks, Indianapolis; Abram W. Harris, New York; C. W. Kline, Jacksonville, Fla.; Garland Penn, Cincinnati; I. E. Robinson, Charleston, W. Va.; Henry Wade Rogers, New Haven; William Rule, Knoxville, Tenn.; Alexander Simpson, Philadelphia; Rolla V. Watt, San Francisco.

The board of bishops to-day made public the conference assignments, which include:

Bishop E. H. Hughes—Oklahoma, Enid, October 18; West Texas, San Antonio, December 18.

Bishop Frank M. Bristol—East Tennessee, Morristown, September 20; Tennessee, Memphis, October 4; Holston, Johnson City, Tennessee, October 11; Central Tennessee, Baxter, October 15; North Carolina, November 15; West Ridge, Atlantic, November 22.

Bishop Wilbur P. Thirkield—West Ohio, Lima, September 5; South Carolina, Florence, November 15; Southern German, San Antonio, Texas, November 23; Texas, Pittsburg, November 24; Central Alabama, December 7.

Paul Favors Hughes.
[Special to The Times-Dispatch.] HARRISBURG, Pa., May 29.—Former State Senator John Paul, of Harrisburg, who is prominently mentioned as the probable Republican candidate of the Seventh Congressional District against Representative James Hay, in the coming congressional campaign, gave out a statement in which he declared that he had been prompted by an odd incident. According to the story that is told, a strange traveler had stopped at the Hill farm to take dinner, and left his horse at the gate. Young Hill saw the animal was tired, and he carried it a pail of water. The stranger was pleased with the act, thoughtfully, and as he drove off he tossed him a newspaper from the United States, and called out gravely:

"Go there, young man. That country needs youngsters of your spirit."

Hill read the paper carefully. It contained glowing accounts of opportunities in the States. He resolved to investigate for himself. He was the next morning that he chopped his last tree.

As a mere roustabout lad of eighteen, he toured from Maine to Minnesota. When, in 1856, he disembarked from a Mississippi River packet at St. Paul, that place was a frontier town of 5,000 inhabitants. At the sign of W. J. Bass & Co., agents for the Dubuque and St. Paul Packet Company, he found a job as both stevedore and clerk.

In the fifteen years that followed he seized every opportunity to study the whole problem of river transportation. He gathered no end of experience and a little capital, with which he launched his own firm of Hill, Griss & Co., which promptly displayed its initiative by bringing the first load of coal ever over been seen in that section into St. Paul. Two years later, with a flat-bottomed steamer, he established the first regular communication with St. Paul and the Manitoba ports of the fertile Red River Valley.

FIRST EXPERIMENT IN RAILROAD BUILDING
At about that time St. Paul was having its first experiment in railroad building. Eighty miles had been laid to St. Cloud, 316 miles to Breckenridge, both of which terminals were at the southern end of the Red River Valley, and there were about 100 miles of track "which began nowhere and ended in that same indefinite spot."

This venture ran up a debt of \$33,000, and collapsed, with its only assets being "a few streaks of rust and a right of way."

Hill had had sufficient success in the region he had seized with a consuming desire to purchase the defunct property, including the sale of all his other interests, which netted a fortune of \$100,000, he and a syndicate of three

others—Sir Donald A. Smith, George Stephen and Donald A. W. Pittson—obtained the object of this desire. The St. Paul, Minnesota and Manitoba Railway was formed to operate the property, with Hill as general manager. When, in 1883, Mr. Hill was elected president of the company, the extension of the road from its Dakota and Minnesota homestead to the Pacific Ocean. He was confronted by three great competitors to the South, each of which had received big bonuses as government aid, whereas the "Manitoba," or the Great Northern, as it came to be known, did not have a dollar of government subsidy or an acre of grant to forward its progress from the Minnesota boundary to the sea.

In this light, Hill's plan was widely deemed pure folly, but he pressed it to conclusion by building and operating a line. For several years he laid rails westward at the rate of a mile a day, and at a cost of \$30,000 a mile, until he had laid a trail of embryonic farms by the roadside.

IMPORTS BLOODED STOCK
With the line to Puget Sound once laid, he turned empire builder. He introduced the live stock industry into vast areas of bunch-grass plains, and developed them by importing blooded stock; he sent demonstration trains through the country with men who showed the people the uses of wheat to the acre; he made an outlet for the grain by establishing a cheap rate by rail and steamship to Buffalo, where the great elevators, in fact, lay upwards of a mile and a half, nothing in his power undone to develop the country where he had staked out his claim as the great common carrier.

But at the Pacific tidewater he was not satisfied, for he saw in the Orient still further opportunities. He organized the Pacific steamships for the commercial invasion of Japan and China. Japan at the time wanted steel rails, but proposed getting them from England, as the rates were less. It is estimated that when Louis W. Gates, the steel magnate of Chicago, came to Hill with the proposition of getting American rails to Japan, the latter replied:

"I will make you a rate of \$3 a ton from Chicago or Pittsburgh to Yokohama. If that is too much, I will carry it for the axle grease used on the locomotives, and I will carry it for you, I can stand that. I will carry your freight for nothing."

At the \$3 rate named, the American manufacturer was enabled to secure the Japanese contract.

The same tactics were adopted in getting American wheat and flour into Japan and China, where rice was the staple food.

His faith in the Far East was rewarded as liberally as that in the Northwest. It is estimated that the Pacific fleet now carries nearly \$50,000,000 worth of products to the Orient every year.

While Mr. Hill built up for himself and his associates an immense fortune, he also helped to create for the settlement of his lines a wealth of over \$5,000,000,000 in real property, which is represented by the value of the 400,000 farms and their 65,000,000 acres of improved land.

His retirement at sixty-nine, the "streak of rust" he had bought thirty years before, had expanded to more than 6,000 miles, and it was earning gross profits of more than \$60,000,000 a year, and carrying 15,000,000 tons of freight annually. He still retained a hand in the Great Northern's policy as chairman of the board of directors, and he has been frequently worked up from the humblest position of his father's railroad became president.

SECRET OF HIS SUCCESS
NO SECRET AT ALL, HE SAYS
The secret of his success was no secret at all, according to Mr. Hill, and he had no new recipes to offer. "The man with the big opportunity to-day," he said, "is the man in the ranks."

During the career of his railway declared to be extravagance. He regarded this as a national tendency, against which he strongly set himself, particularly as concerned the supervision of the Great Northern system. Mr. Hill oversaw almost every detail, to the wonder of all employees with whom he came in contact. He has been frequently recognized in his own country as the story of a tourist who declares that there are about in the Swedish section of the Northwest as many tales of "Yem Hell" as the center-piece. Patrons of his lines have liked and disliked him in rapid alternation, for it was not only his railway, but his not only where his road should run, but where his patrons should settle.

This was part of his economic policy. He carried out a singular policy in the location of branch lines, giving a minimum of short lines on which light trains were unavoidable. The principal text of his railway gospel was that the heavy passenger trains, and big train loads on his main lines, and he began to preach this at a time when these things were held as visionary by most railway men.

In contact with the late E. H. Harriman, who outdid him in the extent of railway ownership, Mr. Hill was not only a financial expert, but a master hand in questions affecting the Great Northern Railroad and the First National Bank of St. Paul, and by three outstanding accomplishments in which his will and genius asserted themselves.

From a world viewpoint it would be hard to say whether his stanch support of the Belgians, following the invasion of the Germans, or the part played in the negotiations for the \$500,000,000 loan to the allied governments, is the more important.

From the time the work of succoring the Belgians began, Mr. Hill took a leading part in the movement. It will probably never be known how much money he sent to King Albert, an old personal friend, and how much he induced others to send.

His place as an international figure was never more prominently displayed than when the reputation of the allies came to New York in quest of a huge loan. One of the first men to be

sent for by J. P. Morgan was Mr. Hill, and his assurance that he and the people of the Northwest were prepared to do their share in taking up the foreign bonds is believed to have contributed largely to the success of the negotiations.

From a local viewpoint his influence in the upbuilding of South St. Paul stockyards principally through the decision of Armour & Co. to come to the suburb, claims first rank.

His claim to being the original advocate of live stock development in the Northwest is unquestioned, and since the retirement of A. B. Stickney, he had been most ardent proponent of the upbuilding of the industry at this center, a work which has been taken up by his son, Louis W. Hill.

EXPRESSIONS OF SORROW
HEARD IN WALL STREET
NEW YORK, May 29.—The news of the death of the man who for two generations has been the most personality in the financial community was received in Wall Street to-day with many expressions of sorrow and a feeling of almost personal loss.

The financier's death did not cause the slightest disturbance in the stock market. The Hill stocks, Great Northern and Northern Pacific, were virtually inactive.

Mr. Hill was famous in the financial community for his quiet humor and conservative, though optimistic view of general conditions throughout the country.

Mr. Hill made his headquarters, when here, at the office of the Great Northern Railway, but spent much of his time visiting the leading banks and banking houses. His advice and influence were eagerly sought last fall by the bankers syndicate which floated the \$500,000,000 Anglo-Puget Sound issues. He was a powerful factor in the successful consummation of that unprecedented undertaking. Mr. Hill was outspoken in his championship of the allies.

Local officials of the Hill roads are expected to leave town to-day to attend the funeral. It is also likely that representatives of the banking houses of J. P. Morgan & Co., Kuhn, Loeb & Co., the First National Bank, Chase National Bank and City National Bank, with all of which Mr. Hill had close personal and financial connections, will attend the funeral.

EARNINGS BY N. & W. RY. SHOW HEAVY GAINS

Figures for April Give Increase of 24 Per Cent Over Same Month of Previous Year.

Continued heavy earnings are shown by the Norfolk and Western Railway Company for the month of April, according to figures made public yesterday by Comptroller Cox. Railway operating revenues for the month were \$4,676,972, showing an increase of 24 per cent over the same month of last year, while the railway operating expenses were \$2,966,312, an increase of 22 per cent for the same period were \$2,966,312, a gain of 13 per cent over those of a year ago.

Net railway operating revenues for April were \$1,988,381, gaining 43 per cent over the same month of last year, while the gross income for the month was \$2,066,312, as against \$1,307,541 a year ago, showing an increase of 53 per cent, with net income of \$1,647,335, which was a gain of 80 per cent.

For the ten months of the current fiscal year the railway operating revenue was \$17,033,160, a gain of 36 per cent over the same period of last year, while operating expenses gained 17 per cent, and operating income \$1 per cent. The gross income for the period was \$20,615,232, gaining 36 per cent, with net income of \$16,458,678, which was an increase of 107 per cent as compared with the same period a year ago.

Sent to Grand Jury.
Winston Harris, colored, was sent on to the grand jury from Police Court yesterday on a charge of assaulting and cutting Lenias Carrington.

Ask Lights for West Broad Street.
R. E. Wilson, W. H. and H. Carl Boschen and others have petitioned the Administrative Board to install decorative lights on the south side of Broad Street, between Pine and Levee. The petition was referred by the board yesterday to the Superintendent of the Electric Plant for report and an estimate of the cost.

State Democratic Conventions
Roanoke, Va.
Reduced Rates. Special Train Via N. & W. Ry.

For the accommodation of delegates and visitors to the above convention, the Norfolk and Western Railway has arranged to operate a special train. Pullman sleepers and day coaches, to leave Richmond 11:00 P. M. Thursday, June 1st. Sleepers will be open for occupancy at Richmond at 8:30 P. M. Delegates should make their Pullman reservations early. Round trip fare, \$7.15. Pullman berth, \$2.00 for lower, \$1.60 for upper, each, 25 cents for baggage.

C. H. BOSLEY,
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Obelisk Flour this week special, per bag.....47c

Two persons will receive half barrel each at both stores. Ask the telephone clerk for particulars.

Snowdrift Lard, all sizes....14c
Fresh Country Eggs, doz....25c
Orient Mixed Tea, per lb....40c

U. S. NOW IN FRONT RANK AMONG NAVIES OF WORLD

Kitchin Sounds Ringing Protest Against Larger Program Than Offered by Majority.

ALL GENERAL DEBATE CLOSES

Declares Present Demand, as Voiced by Minority, Is Due to "Hysteria" and "Jingoists"—Farr for Largest Program Yet Suggested.

WASHINGTON, May 29.—Soundfing a ringing protest against a larger naval program for the ensuing year than that offered by the Democratic majority of the Naval Committee, Majority Leader Kitchin to-day closed all general debate on the measure. Debate under the five-minute rule, which will continue to the close of all debate on the bill next Friday afternoon, began immediately.

Mr. Kitchin insisted that the United States now stands in the front rank of the navies of the world, as it did a little more than a year ago, when Secretary Daniels, Admiral Fletcher, Minority Leader by Mann Democratic majority in favor of only two battleships, and that the present demand for a large building program is due to "hysteria" and "Jingoists."

"It would be a crime to vote for the unprecedented program proposed by the minority," he said in referring to the Republican plan to build six battle cruisers and two Dreadnoughts during the coming year. "Little more than a year ago," he said, "Secretary Daniels, Mr. Mann, agreed with him, that with the addition of two battleships our navy would be equal to any in the world, except that of Great Britain."

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One 5-passenger Hudson.....750
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One 5-passenger New Overland.....500
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INTERIOR DECORATIONS IN PERIOD AND MODERN STYLES

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And the Little Ford Shall Lead Them"
Kaehler Motor Company
Corner Broad and Ryland. RICHMOND VA.

INTERIOR DECORATIONS IN PERIOD AND MODERN STYLES

R. L. PETERS
INTERIOR DECORATOR AND FURNISHER

Since that time Germany has lost more warships than she could rebuild in five years, and the present bill provides a bigger program than ever was introduced in Congress before."

"I want to say just a word about the taxpayers," Mr. Kitchin began in closing, but the gavel fell, and his speech ended.

Spectators in the House galleries made an unusual demonstration when Representative Farr, Republican member of the Naval Committee, declared for the largest building program yet suggested.

From secret sources, Representative Farr said, the Navy Department has learned that since the beginning of the war England had placed on the seas ships enough to make a navy as large as